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A. S. WATSON &amp; CO., LIMITED.

WINE AND SPIRIT MERCHANTS

ALEXANDRA BUILDINGS,

Hongkong, 7th October, 1907.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOUX ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, OCTOBER 8TH, 1907.

We believe that it was a patriot who suddenly found himself unable to answer the stern logic of an opponent in debate who fell back upon the complacent reflection, "Ah, well, we always muddle through, somehow." One gentleman lectured the legislators of Hongkong to the tune of nearly eight thousand words, and yet in all that verbal torrent it is hard for us, and probably no less so for the permanent officials, to see one floating bit of practicable advice. Some of the things they were counselled to do, involved more expenditure, and it appears the government at present hardly knows how to make ends meet, for the ratepayers won't have increased taxation, the financial advisers are against a loan, and the present revenue, thanks to certain moral reformers, has become precarious. Many of the things they were told they ought not to have done were already done, so there was no health in that sort of criticism. But still the river Oratory was in spate, and down the turbid flood came stunning and astounding a procession of "don'ts" and "mustn'ts" and "shouldn'ts" and "ought-to-be's," until the mental eye fatigued, as the physical one does after a while of Niagara, and we turned away without any clear-cut conception of the gist of the matter, bemused with verbosity. [That is our excuse for inability

to lighten the darkness.] The permanent officials were less susceptible, more hardened. Here and there they made a snatch at bits of flotsam, and handled it, and pronounced it not worth salvage, and tossed it back again, as is their wont, in their own special streams of eloquence. We can but hope, as the patriot did, that our Government will manage to muddle through. The Hon. COLONIAL SECRETARY has a vein of eloquence peculiarly his own, but he wastes it. He ought to know that the most silvery tongue sounds cracked if it preaches heterodoxy among the orthodox. We remember a local Brutus who was always put up to speak when his admiring fellow townsmen foregathered, and who in graceful phrase and sonorous periods started out to tell a Volunteer assembly why he disapproved of the South African war. No one but his tailor got any benefit from that performance. So, the Hon. COLONIAL SECRETARY, having in a tone of light and airy cocksureness informed the ratepayers of this Colony that they are assuredly under-taxed, gets torn to shreds by "Ratepayer," who wrote in our yesterday's issue a letter that according to public opinion so far ascertained leaves the official heretic naked and ashamed before his peers. We all want to see adequate shelter for the small craft of the harbour from typhoons. That topic was efficiently dealt with by an honourable member, concisely, tersely, as was best; and we have done our best to clinch his arguments and augment them. What else of the wordy session stands out requiring treatment? That taxes are already high enough? The admission of that does not help us much "forerunner." The Government wants more spending money, its constituents want all sorts of things which necessitate expenditure. In the absence of more practical and practicable counsel than was and is forthcoming, it looks to us like an ease for prayer—prayer that the authorities may muddle through somehow. Is that, or is it not, the characteristic attitude of the Hongkong public, including the ratepayers? Economy is not a bad cry in such a crisis, but the officials have a poor notion of its meaning, and the people's representatives a worse. The Hon. Mr. OSBORNE did mention that our ideas of public buildings were too extravagant, but then that was crying over spilt milk. We are committed to the extravagance, or to most of it. Hongkong roads are bad, and the trams have not made them better, but this is no time to clamour for costly things like wood pavements. It is the heavy initial cost which should make us, and the Hon. Mr. HEWITT, let that have it. The officials don't care. They want nice comfortable quarters, and they see no necessity to wait till we can better afford them. Yet at Tai-po, even the Hon. Mr. HEWITT, in this stringent time, thinks "permanent buildings should be erected." There is no need so far as we can see to boggle at a few plain words. Those permanent buildings in the New Territory can wait. If the officials out there find bungalows an improper hardship, change the officials instead of the buildings. It will be cheaper. As for the shelter over Pedder's Wharf, that can well wait too, notwithstanding the Hon. Mr. HEWITT's impatience. If the present picturesque matched blows down again, the loiterers and bathing parties can buy umbrellas or stay at home. It is not "a small affair," as the Hon. Mr. HEWITT called it, in the sense that it is these and numerous other small affairs that are eating up the revenue. But *cui bono*? The Hon. Mr. HEWITT ploughed much sand; why should we harrow it—or our readers? We regret the position of the Government, and of the ratepayers, and can do no more than reiterate the fervent hope that they will muddle through.

The English Mail of the 7th September was delivered in London on the 5th inst.

The Colonial Secretary has been telegraphically informed that Sandakan has withdrawn its quarantine penalties against Hongkong ships.

The ordinary half yearly meeting of the Hongkong Jockey Club will be held at the Jockey Club Offices (Hongkong Club Annex), on Saturday, 19th October, at 12.30 p.m.

Messrs. E. S. Kadoorie & Co., in receipt of telegraphic information from Singapore advising them that the crushing of the Rand Australian Gold Mining Co. for the past four weeks yielded 1112 oz. gold from 5314 tons stone.

That popularity in the week end excursions to Macao is not on the wane was evidenced by the large number of passengers who travelled by the Hongkong, Canton and Macao Co.'s steamer *Hongshan* on Sunday. The attention paid to travellers by this Company's steamers is well known, and it is this fact, coupled with the speed of the vessels that gains for the owners such a large share of the public patronage.

Sir Frederick and Lady Lugard visited the Tung Wah Hospital yesterday afternoon.

The plague totals at date are 230 cases and 222 deaths. Of these 224 were Chinese and six other Asiatics.

Tientsin autumn races have been fixed for November 5th, 6th and 7th, nine events each day. Entries close October 11th.

Lady Lugard has issued invitations for a reception on October 14th, "to meet the leading members of the Chinese community."

A coolie who was found in Fairlie, Bonham Road, on Sunday night, and charged with intent to steal, made the excuse, "I did not intend to steal. I wished to find some herbs to make medicine." Mr. Melbourne decided to send him to prison for fifteen days and to give him four hours' stocks.

Japanese friends of the late Mr. John McDonald, who devoted the best years of his life to the development of Japan's railway system, and recently died at Putney after only a brief retirement, have sent to his widow, as a memorial offering, a pair of bronze flower vases, tastefully decorated in the Eastern style. In forwarding the gift the donors suggested that the vases, if set with Mr. McDonald's favourite flowers—the lily, violet, and rose—might be specially acceptable to his spirit in heaven.

A seaman from the sailing ship "George" named Daniel Shepherd was brought before Mr. Melbourne at the Magistracy yesterday on a charge of being drunk and disorderly. He pleaded that he was not fit to go on board and when Mr. Melbourne told him that the doctor had certified that he was suffering from alcohol, the defendant replied "Ah but he was a young doctor, sir." His Worship, however, imposed a fine of \$2.

Another chapter in the interesting love story in which an Annamite and a Chinese maid servant are the principals was told yesterday at the Police Court. The Annamite, To-Van-tan, who is one of the secretaries to the French Consul, appeared before Mr. Hargrave charged with harbouring a girl under age. He pleaded not guilty and the case was adjourned till Thursday, bail being fixed at \$1,000. It appears that the girl had been brought from Anam by her mistress some eight years ago.

As we remarked in our report of the Gymkhana there was some trouble as to paying out in the cash sweeps on the ultra pulta race. The last horse was entitled to the wooden spoon and was accordingly placed in the prize list. When the officials in charge of the sweeps sent to the stewards of the Club to ascertain on which horse to pay they were advised to pay on No. 2 which, as stated, was the last horse in. However, the sweep officials on consulting the rules of the pari-mutuel, found that they provided that the money should be paid on the first horses past the post and on this being brought to the notice of the stewards it was agreed that the money should be paid on No. 4 which was the second horse in. The gentleman who holds the ticket for this horse should see the official in charge of the sweep as the latter is holding \$118 for him.

It is some months since Mr. W. T. E. Preston was appointed to conduct a commercial mission in Japan on behalf of the Canadian Government. Meanwhile, he has been looking after Canada's commercial interests in South Africa, pending the arrival of the new Canadian Commercial Agent for Cape Colony, and the commencement of his mission in Japan has only just been reported. High hopes of trade with Japan are entertained in Canada, and the report that Mr. Preston has had a very gratifying reception from the Japanese Ministers immediately concerned is not the less welcome because it was anticipated. The Japanese Government are understood to be anxious to extend trade relations with Canada, and to leave nothing undone to make the mission successful. In fact, with a view to improving Japan's position in the Canadian market they have now despatched a representative to make special enquiries in Canada on the same lines as Mr. Preston is making in Japan. The exports on both sides are fairly representative in character, but the volume of the trade is small, and has increased very slightly during the last five years.

Senhor Franco, the Prime Minister of Portugal, is being attacked on all sides, but he does not appear to lose his spirits. The Socialists and Republicans are against him, and a few days ago the telegrams told us that Senhor Luciano de Castro, the Chief of the Progressives, had declared that if the Premier's dictatorship was prolonged he would no longer attend the Council of State. Since then Senhor Pimentel Ainto has stated that he will not again act in concert with Senhor Franco as his policy is repugnant to all Monarchists, and now Senhor Julio Vilhena has declared that the present Ministry has been of no advantage to the country, and that a union of all Monarchists is necessary. Through his organ in the press Senhor Franco has replied to these attacks with considerable ham. He says that he considers the idea of forming a Cabinet of all shades of Monarchists a most excellent one, and adds that he and his friends will be most happy to serve under any statesman who is capable of successfully conducting such an enterprise. But he adds with gentle sarcasm, that until the great man is discovered the present Cabinet will continue to govern as it has been doing. This is exactly the strong point of Senhor Franco's case. Every man in Portugal who has any claim whatever to lead a party has been tried, but in every instance with but poor success. Had there been a man capable of uniting and leading the Monarchists Senhor Franco would never have obtained office.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## LORDS AND COMMONS.

LONDON, October 7th.

The Prime Minister threatens to appeal to the country on the question of the veto of the House of Lords.

[This is not the first time in the short history of the present administration that Sir Henry Campbell-Bannerman has made a similar threat.]

## DEATH OF A FAMOUS JUDGE.

LONDON, October 7th.

Lord Brampton is dead.

[The deceased Sir Henry Hawkins was born in 1817 and was thus in his 91st year. He acquired special distinction as a pleader at the bar and for a long time was one of the leaders of the Old Home Circuit. He was a Bencher of Middle Temple.]

## STRENGTHENING THE ENTENTE.

LONDON, October 7th.

Sixty seven Paris Councillors are guests of the London municipality.

## JUDICIAL.

LONDON, October 7th.

Lord Coleridge has been made a judge of the King's Bench.

[He is a son of Lord Coleridge who was Lord Chief Justice of England. He became Bencher of the Middle Temple in 1884. He was M.P. for Attlebridge from 1885 till 1894 when he succeeded to the title.]

[REUTERS' SERVICE.]

## BETTING ON THE CESAREWITCH.

LONDON, October 5th.

9/2 against Bitinglass, 100/12, against Royal Dream, 9/1 against Waffy and Demure, 100/7 against Mondamin and Madame Desoubie.

## THE AUSTRALIAN COMMON-WEALTH.

LONDON, October 5th.

The correspondent of the Times in Sydney says the resignation of the Hon. J. H. Carruthers is largely due to the probability that the Assembly has censured his action towards the Federal Government.

## GERMAN EAST AFRICA.

LONDON, October 5th.

A native of Berlin named Otto has acquired 200,000 hectares of land in Kilossa, German East Africa, which is to be planted with cotton and rubber. Only Germans will be employed in the development of the land.

## INDIANS IN THE TRANSVAAL.

LONDON, October 5th.

The Transvaal Government has notified that all Indians unregistered after 30th November will be liable to arrest and deportation.

## DETERMINED SUICIDE.

Yesterday morning the Wanchai police discovered a Japanese named Tanikichi Ozaki, hanging by the neck from a beam above the doorway of his residence at 14 Praya East. It appeared that he had spent some time the previous night with his neighbour, leaving his house about 9.30. Then it is thought that shortly after that he committed suicide. His preparations were complete. The rope was fastened to a beam, and stepping on a chair he slipped his head through the loop and kicked away the chair, giving himself a drop which must have brought death very quickly. To prevent his attempting to release himself he had tied his hands before taking the leap. Deceased, who was a barber, had lost all his customers who were afraid of his demented appearance and moody habits. He would sit for hours without speaking and pull the hair from his head. His assistant and maid servant left him because they could get no wages from him. The body was taken to the mortuary.

Mr. Werner Laurie is just publishing "The Love of Queen Elizabeth," being The Story of the Life of Robert Dudley, Earl of Leicester, by Mrs. Aubrey Richardson. Her biography is not a contribution to the "stream of white water" with which—so a recent maligner of the Earl of Leicester complains—modern historians have plastered over the crimes of Queen Elizabeth and her lover. Yet the subject of it is shown to us as a person of many qualities and attractions and of some worth. Holding that a true principle—in life and in history—is that one should think the best until one knows the worst, Mrs. Richardson gives Lord Leicester and the Queen as she served so long the benefit of all doubts their words in our ears. The aim of this writer has been to discover fresh facts about the "Compleat Favourite," and to discern his true character and to determine his real designs. She shows us the Earl of Leicester, not only "in his habit as he lived," but the man himself, in the heart and mind of him. And she reveals to us the "spoiled child" of his relations with his Royal mistress.

## ADMISSION OF A SOLICITOR.

At the Supreme Court yesterday morning, before His Honour Mr. A. G. Wise, the Attorney-General, Hon. Mr. W. Ross Davies, instructed by Mr. F. B. L. Bowley, moved for the admission of Mr. Charles Balmer Johnston as a solicitor of the Supreme Court of Hongkong. In doing so he remarked that Mr. C. B. Johnston was a nephew of Mr. A. B. Johnston who was Crown Solicitor of the Colony for some fifteen years, and also a cousin of Mr. Bowley, the present Crown Solicitor. He had lived in England all his life, and was admitted in London.

His Lordship said he had much pleasure in admitting Mr. Johnston to the ranks of the solicitors of Hongkong, and wished him every success in the future. Mr. Johnston's was a name well-known among legal practitioners here in years gone by, and his Lordship felt sure that its reputation would not suffer in the hands of the present holder.

## ACTIVITY AMONG TRIADS.

Since the French Street murder, in which it is now alleged that upwards of forty triads took part, there has been considerable unrest among members of this society, and disturbances are becoming much too frequent in the Western District. We heard from an eye witness that at Shekhoufai on Sunday night preparations were made for a big fight, quite a number of men, armed with choppers, fighting irons and hammers, were on the ground, a light signal for battle had just been given when the West Point police intervened. They secured the weapons with which the Triads were armed, but unfortunately the law breakers made good their escape. Doubtless, however, the police, to whom all credit is due for their prompt action, are on the trail, and the next few days should bring forth news of the arrest of some of the ring-leaders.

## FIRE ON AN OIL JUNK.

There was a big blaze on the harbour yesterday afternoon, when the fireman were called out to quell an outbreak which occurred on an oil junk near Stonecutters. The junk had just left an oil steamer from which she was loading when the fire was discovered, and it became necessary for the steamer to shift her quarters. It was not long before the first float and No. 4 water boat were in attendance, and soon the junk was well filled with water, but as the burning oil went over the side and floated on the face of the water with the tide, it was found necessary to abandon pumping operations, and let the junk burn herself out, which she did in a short time.

## INTERPORT RIFLE MATCH.

Interest is again directed to the interport rifle match, in which event the Hongkong team will shoot off the King's Park Range, Kowloon, at two o'clock to-morrow afternoon. It is anticipated that the local team have a good chance of coming out on top this year, as among the new competitors are some of Hongkong's best shots. The following will represent Hongkong:—Captain Lammer, H.K.V.C., Sergeant Lapsley, H.K.V.C., Corporal Marshall, H.K.V.C., Gunner J. C. Coles, H.K.V.C., Messrs. A. Jenkins, J. H. Pidgeon, and J. C. Gow of the Volunteer Reserve Association, Mr. Master Sergeant English, 3rd Middlesex Regiment, Sergeant Laurence, R.E., Sergeant Sayers, 3rd Middlesex Regiment, Reserves, Mr. Stackwood and Sergeant Hall, 3rd Middlesex Regiment.

## A HOMELY ON MACAO.

A copy of the Lisbon paper *Portugal* to hand by the last mail contains a long article on conditions at Macao in which extracts from a leading article which appeared recently in the *Daily Press* are quoted and endorsed. But the writer of the article goes much further than we did and condemns in unsparring terms the Government's encouragement of gambling in the Colony and its disregard of the interests of commerce. With the exception of a very few wealthy families, says the writer of the article in *Portugal*, the white population of Macao has been reduced by gambling to the verge of destitution. The same remark, he adds, applies more or less to the Chinese population. Many families have been ruined by gambling not only among the residents in Macao, but also in the neighbouring district of Hengshan, one of the richest agricultural districts of South China. "Simultaneously—as might be expected—Macao has also become notorious for the prevalence of the vice of prostitution, which contributes no inconsiderable amount to the public revenues, and *abyssus in abyssum* invoked, the Government has decided to grant a subsidy to the Italian Sisters *Carissimas* out of this revenue." The writer proceeds to discuss the gambling monopolies in the Colony, and the difficulty the Government is experiencing in letting these monopolies now that the old contracts are expiring. These monopolies, the writer endeavors to show, have become unprofitable not because gamblers in Macao are fewer, but because they have gambled away their substance.

The purpose of the article evidently is to impress the authorities in Lisbon with a due sense of the immorality of the devices to which the Colonial Administration has been driven to find a revenue in consequence of the declining industrial and commercial prosperity of the Colony—a result which has been brought about largely by the persistent refusal or neglect of the Home Government to sanction undertakings recommended by the Colony with a view to arrest this decline and to preserve for the Colony something of its old prestige as an entrepot of foreign trade.

## CORRESPONDENCE.

## HARBOUR IMPROVEMENTS.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR,—Being entirely in sympathy with the ideas of your leading article of this morning, I venture to make a suggestion which you seem to have overlooked. If it is a question of revenue, why not increase the Light Dues? In 1875 these were imposed at the rate of one cent per ton. In 1899 they were increased to 2½ cents per ton, and in 1898 reduced again to one cent, the original rate, at which they still stand. A small increase would provide ample revenue for the urgent work required, and the shipping can well afford it.—Yours truly,

ANOTHER RATEPAYER.

Hongkong, October 7th.

## FIFTY YEARS AGO.

[Extracts from the Hongkong Daily Press of October 7th 1857.]

We extract the following from the *Boston Journal* on account of its egotistical singularity. "Fancy the Emperor running away into Tartary in a pair of blue leghorn boots, and fancy the allies falling in a war with China, and brother Jonathan escaping the opprobrium."

"Mr. Murphy [U.S. Consul from Shanghai, just then returned to Boston.—Ed.] is of opinion that there is more to fear in a commercial point of view from indiscreet precipitation than from a long war. In addition to the traditional history of our government, it is also wise, he thinks, in this case, as the President has done, to have avoided the 'entangling alliances' proposed by Great Britain on the China question. If the allies fail, we get none of the opprobrium; if they succeed, the tenor of existing treaties confers the same rights on us." America still (1857) has a fancy for treaty rights without opprobrium.

## CANTON INSURANCE OFFICE, LTD.

The report for presentation to the shareholders at the twenty-sixth ordinary meeting on 25th October reads:

The General Agents and Consulting Committee beg to submit to the shareholders the final accounts for the year 1906.

1906 Account.—The amount standing to the credit of this account is \$486,939.27, out of which it is proposed to pay a dividend of \$2.0 a share, absorbing \$200,000.

The balance of \$286,939.27 it is recommended be employed in the formation of an account to be called "Underwriting Suspense Account" and to further augment this by the transfer of \$115,000.00 from the reserve fund. The reserve fund will then stand at \$1,560,010.00 and the underwriting suspense account at \$401,939.27.

Consulting Committee.—Since the last meeting Mr. D. M. Nislin resigned his seat on leaving Hongkong and Mr. E. Shellim was invited to fill the vacancy.

The Hon. Sir Paul Chater, C.M.G., Messrs. F. Maitland, H. P. White, E. Shellim and G. C. Moxon retire, but being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. H. Percy Smith and A. R. Lowe. Mr. W. H. Potts, one of the auditors elected at the last ordinary meeting, having left the Colony, the consulting committee invited Mr. A. R. Lowe to fill the vacancy. In accordance with the provisions of the Articles of Association the appointment has to be submitted for approval at the next ordinary meeting.

Mr. H. Percy Smith and Mr. W. H. Potts being eligible offer themselves for re-election.

JARDINE, MATHESON & CO., LD., General Agents.

## STATEMENT OF ACCOUNT.

For the year 1906.	
LIABILITIES.	\$ c.
Capital—10,000 shares of \$50 each	500,000.00
Reserve fund—of which \$50 per share has been paid up	500,000.00
Re-insurance fund	210,000.00
Outstanding dividends	10,000.00
Accounts payable	178,262.52
Balance of working account, 1906	494,939.27
	\$3,070,133.16

ASSETS.		\$ c.
Cash, on current account with Hongkong and Shanghai Banking Corporation	12,863.87	
Fixed deposits, with banks in Hongkong	225,000.00	
Mortgages on property in Hongkong and Shanghai	2,185,064.07	
down Co., Ltd., debentures	69,666.67	
Chinese Imperial Government Loan, 1880 (4 per cent. Loan, 1925)	490,000.00	
Japanese Government Gold Loan	47,000.00	
Japanese Government deposit	56,000.00	
Consolidation bonds	12,701.35	
War bonds	2,859.15	
	\$2,859.15	
	\$3,070,133.16	

WORKING ACCOUNT, 1906.		\$ c.
Losses and claims paid	1,287,742.05	
Charges, including directors', auditors' and surveyors', agents' expenses, &c.	85,639.67	
Commissions	127,237.52	
Exchange	11,587.56	
Balance as above	494,939.27	
	\$1,969,336.97	

Balance brought forward from last account		\$ c.
Net premium received, less returns and re-insurances	238,639.49	
Interest	1,547,819.32	
Transfer fees	71.00	
	\$1,999,336.97	

## LATEST STEAMER MOVEMENTS.

The str. *Kubi* left Manila on Saturday the 5th inst. and is due here to-day at noon.

The M.M. str. *Erebet Simos* with the outward French Mail left Singapore on the 6th inst. at 4 p.m.

The J. O. J. Lijn str. *Tyibada* left Macassar for this port on the 4th inst., and may be expected here on or about 12th inst.

The N.Y.K. str. *Awa Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 6th inst., and is expected here on the 14th inst.

The Swedish str. *Conton* left Port Said on Sunday the 6th inst., and may be expected here on or about Wednesday the 30th inst.

The Boston str. *Kuonic* sailed from Shanghai yesterday and calls next at Manila.











## TO LET

**2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.**  
No. 38, CAINE ROAD.  
AUCTION ROOMS, No. 2, Zeland Street.  
Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.  
Apply to—  
LEIGH & ORANGE,  
1, Des Vaux Road.  
Hongkong, 26th August, 1907. 94

**OFFICES in ALEXANDRA BUILDINGS.**  
Apply to—  
SECRETARY,  
A. S. WATSON & Co., Limited.  
Hongkong, 23rd April, 1907. (800)

**NO. 2, HOLLYWOOD ROAD.**  
Apply to—  
ARRATON V. APCAR & Co.,  
45, Wyndham Street.  
Hongkong, 2nd March, 1907. 491

**NO. 2, MACDONNELL ROAD.**  
Apply to—  
COMPTON'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. 197

**ONE FOUR ROOMED HOUSE at Praya East, near East Point.**  
Apply to—  
JARDINE MATHESON & CO., LTD.  
Hongkong, 24th June, 1907. 1104

**"BERIL" No. 1, GARDEN ROAD, KOWLOON.** Containing 8 Rooms and Garden. Possession 1st June, 1907.  
Apply to—  
H. M. H. NEMAZEE  
Hongkong, 29th May, 1907. 982

**GODOWNS Nos. 95, 96 and 100, Praya East.**  
Apply to—  
CHATER & MODY,  
Victoria Buildings.  
Hongkong, 20th June, 1907. 1089

**"STONHEVED" 35, Robinson Road.**  
No. 52, CAINE ROAD.  
Nos. 27, 29, 31 and 33, SEYMOUR ROAD.  
Apply to—  
SAM WANG CO., LTD.,  
51, Queen's Road Central.  
Hongkong, 22nd July, 1907. 1103

**A HOUSE in KNOTSFORD TERRACE KOWLOON.**  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st October, 1907. 192

**FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue Kowloon.**  
Apply to—  
HEWAN & CO.,  
Care of China Merchants S. N. Co.  
Hongkong, 1st October, 1907. 1390

**A suit of 3 LARGE and ONE SMALL ROOMS with Bath Room attached, and Verandah all round, on the First Floor in College Chambers, No. 31, Wyndham Street, (called "Glenwood").** Can have the use of a Kitchen, can be rented singly or the whole.  
GROUND FLOOR of No. 4, Des Vaux Road including a Strong Room and servants' quarters.  
ROOMS on Second Floor of VICTORIA BUILDING, No. 5, Queen's Road Central, suitable for Offices.  
Apply to—  
DAVID SASSOON & Co. LTD.  
Hongkong, 24th May, 1907. 821

**LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST,** formerly in the occupation of the Admiralty.  
Apply to—  
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st October, 1907. 809

**SHOPS and FLATS in Des Vaux Road Central.**  
No. 6, CAMERON TERRACE, Kowloon.  
No. 14, SALISBURY AVENUE, Kowloon.  
No. 3, EAST TERRACE, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.  
Hongkong, 15th July, 1907. 1155

**"GLENWOOD" CAINE ROAD,** suitable for a Boarding house or Club. Containing 26 Rooms.  
BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.  
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbeck MacGregor).  
OFFICES in Queen's Road Central.  
BELLIOS TERRACE HOUSES, ROBINSON ROAD.  
"THE EYRIE" Peak (Furnished) for 3 Months from 1st September 1907. Cheap Rental.  
BISHOP'S LODGE SOUTH (PEAK) Partly Furnished, Immediate Possession.  
No. 6, DES VEAUX VILLAS (PEAK).  
No. 2, BEACONSFIELD ARCADE.  
No. 55, BELGIN STREET (Corner House).  
Apply to—  
Linstead & Davis,  
3rd Floor, Alexandra Buildings.  
Hongkong, 25th September, 1907. 1102

## TO LET

**AS from the 1st August next, No. 5, MORRISON HILL.**  
Apply to—  
Messrs. JARDINE, MATHESON & Co., Ltd.  
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**THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated, 13 in number, beside kitchen, pantry, bathroom, servants' quarters, etc. Very moderate rent. Immediate possession.**  
Apply to—  
YEE SANG FAT & CO.,  
Same Address.  
Hongkong, 7th October, 1907. 1627

**HOUSES in AUSTIN AVENUE, Kowloon.**  
Apply to—  
E. D. SASSOON & CO.,  
Comptroller Department,  
Hongkong, 22nd August, 1907. 1382

**NOS. 2 and 5 Observatory Villas, Kowloon.** Moderate Rental. Tennis Court and Electric Lights.  
Possession 1st November, 1907.  
Apply to—  
ARRATON V. APCAR & Co.,  
45, Wyndham Street.  
Hongkong, 5th October, 1907. 1620

**"HATHERLEIGH", CONDUIT ROAD.**  
No. 1, RIPON TERRACE, BONHAM ROAD.  
OFFICES in King's Buildings and York Building.  
GODOWNS in PRAYA EAST.  
A HOUSE in CLIFTON GARDENS, Conduit Road.  
FLATS in MORSTON TERRACE.  
Apply to—  
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Hongkong, 1st October, 1907. 1160

**TANG YUEN 18A and 18B, Macdonnell Road, two storied Houses with Bathrooms, &c., at moderate rental.**  
Apply to—  
WING CHEONG CHAN,  
3, Connaught Road, West.  
Hongkong, 2nd October, 1907. 1602

**TWO GODOWNS, No. 7, Wanchai Road, and No. 3, Praya East, at moderate rental.**  
Apply to—  
WANCHAI GODOWN CO.,  
Wing Cheong Chan, Agent,  
3, Connaught Road, West.  
Hongkong, 2nd October, 1907. 1603

**TO BE LET OR SOLD.**  
WITH POSSESSION FROM 1st JUNE—  
IN WANCHAI ROAD.  
GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.  
Apply to—  
Care of "Daily Press" Office.  
Hongkong, 3rd May, 1907. 870

**"The Salt of Salt"**  
**Abbey's Effervescent Salt**  
Have't you found out about Abbey's Salt yet?  
You know for a fact that there is nothing so bad for your health as a disordered stomach or a sluggish Liver.  
It is also a fact that there is nothing so good for a disordered Stomach or a sluggish Liver as Abbey's Salt.  
Now you know—don't forget to use it.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.  
The Abbey Fruit Salt Co., Ltd.,  
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**THORNE'S OLD VAT**

**SCOTCH WHISKY.**  
SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & Co. LTD.  
1297

## SAN FRANCISCO SLACK SEASON.

A REPORTERIAL EFFORT.

Somewhere around about San Francisco bay a huge whale is bumping among the islands and shipping and other protuberances, as uneasy as though he had half a dozen Jonahs to unload and was willing to pass them up to any body that happened to be near. He crooned into Alaska last Friday, and the artilleryman turned loose a cannon that rapid-fire gun on him, and next he bumped into the teeth of Mike Fitzgerald of the Merchant's Exchange off Meigs wharf, upset the official dignity of the port as well as the craft, and then went off blowing a barrel or two of water thirty feet in the air.

Fitzgerald thought that one experience, after clinging to the end of his launch and watching the whale do jujitsu stunts off the forlaid quarter, would do for him—but Saturday the levathan was back and ready to usurp the limelight again. But on the last visit Fitzgerald stayed ashore. Whales were all right in their place, said Fitzgerald, but that place wasn't under his thirty-foot launch.

After wiggling his tail at the Merchant's Exchange man Saturday morning, Mr. Whale headed for Balvedere to calve the houseboat colony. The steamer Eureka was heading out the Golden Gate, Capt. O. Noran peacefully using the quarter-deck, when his ship was hit to port and then began to wobble. All hands were piled aft to lower the boats, when the Eureka slid off the obstruction, and it was seen that a big black whale had simply been scratching his back on the propeller—that was all.

The Lady Mine, a small schooner at anchor, was the next craft to get awash from the ring of the levathan and then it charged one of Peterson's launches off Yerba Buena island and all but capsized it. By this time the shipping in the harbour had got as nervous as a boy of school age at graduation, and skippers were hallooing one another from all points of the compass and wondering who would be next. And just then the whale appeared under the bow of the freighter Melville Dollar, entering ports from Guaymas, and started to rub noses.

The Dollar let a shriek out of her siren whistle and Mr. Whale ambled off blowing a cubic yard or two of water into the air. The steamer J. D. Peters, which was carrying a picnic crowd to El Campo and had broken down off Washington street wharf, was the next port of call and when the whale thrashed sixty feet of black shining tail in the placid faces and sprinkled a few autumn hats there was an immediate unanimous vote that it was a bad day for a picnic anyway, and it was much nicer at home.

But the whale was only fooling; he ambled off into deep water Saturday night and hasn't been seen since, though the bay shipping is prepared for all sorts of hazards to day. Still, being a legal holiday, maybe nothing will be doing unless the submarine jokers find another El Campo picnic in distress.—S. F. Chronicle.

## SNOW, MOON, AND FLOWERS.

JAPANESE AND THE WORLD OF NATURE.

A Japanese friend of mine, says Mr. L. Binyon in the Saturday Review lived in Paris for a year. "Waking on a winter's morning, he found that snow had fallen in the night. As a matter of course he took his way to the Bois de Boulogne, to admire the beauty of the snow upon the trees. What was his astonishment, when with his companion, a native Parisian, he arrived in the Bois, to find it empty, solitary and deserted! The two Japanese paid their vows to beauty in the whiteness and the stillness of the morning, and at last beheld in the distance two other figures approaching. They were comforted. "We are not quite alone," they said to themselves. There were at least two other "just men" in that city of the indifferent and the blind. The figures drew nearer. They also were Japanese. Three things above all in the world of nature have impressed their charm on the mind and the art of the Far East; the beauty of the snow, the beauty of moonlight, and the beauty of blossoming flowers. In each of these is the sense of an apparition; of a presence and a power revealing itself, withdrawn and again renewed.

And the feeling which prompts the Japanese to go out in their multitudes when the snow has made the earth white with its "new soft-fallen mask," or when the moon comes glorifying some familiar aspect of lake and sea and mountain, or the cloud of blossom breaks from the wild cherry trees, is a kind of religious emotion or instinct which tells them that in this transfiguring spirit of beauty lie the truest glimpses of a purer and intenser reality than everyday vision apprehends; and at these manifestations it behoves them to be present, or, as the French say, "to assist." Behind this feeling lies a whole world of tradition, saturated by thought which has its springs in distant ages and in Indian wisdom, and flows through countless generations of Chinese as well as Japanese poets, artists, and philosophers. In Northern China and Japan certain trees blossom before the snows are gone, and this combination of flowers and snow provides just the kind of rare and delicate beauty which moves most poignantly the artists of those countries. Already in the eighth century such a theme inspired a great poet-painter of China, and it was to become one of the most commonplace in which an art finds perpetual freshness and always new materials. So, too, the three associated beauties of snow, moon, flowers became consecrated as a traditional subject for sets of paintings.

## A CHINESE HAMPTDEN.

A Chinese Hampton has arisen at Chusan, and his conquests have had very beneficial results to the poor of the district. Oppression has been freely practised by the local tax-gatherers, and when the time came for collecting the land tax, which is supposed to be of one amount throughout the Empire, a demand was made for \$20, and even \$30, cash per mu, instead of the legal 260 cash. There was great indignation amongst the people, and a military graduate named Zuo, giving voice to the general sentiment, refused to pay. He was arrested, and sent to the city of Chusan. Soon a rumour spread among the people that he was to suffer the extreme penalty of the law, with the result that all business was suspended in Tientsin city, the shops were closed, and crowds from the country districts flocked to swell the number of the discontented. The Tientsin yamen was sacked by a mob, who destroyed, but did not steal, the mandarin's furniture. The people captured two of the magistrate's sons, and held them as hostages for the military graduate's safety. "If the latter is beheaded," they declared, "we will kill the sons of the magistrate!" For five days the mob, numbering 25,000 or 30,000, held the city. Finally, the general in charge of the Chinghai-forts went to Chusan, and by the exercise of much tact, quelled the malcontents, and assured them that justice would be done. The people stipulated for the safety of Mr. Zuo, and on the general promising this they handed over their prisoners, and reopened their shops.

The official promise has been kept: Mr. Zuo has been set at liberty; the magistrate has been removed; and several of the tax-collectors have been arrested, and are awaiting punishment.

## RUSSO-BRITISH AGREEMENT.

In announcing that the Convention was signed at St. Petersburg by representatives of the British and Russian Governments, for the purpose of settling certain questions affecting the interests of both Powers in Asia, the Times remarked: "That negotiations were proceeding between the two Governments has long been known, but the nature of the agreement reached has not yet been revealed, and until the text of the agreement has been made public no judgment can be formed as to the manner in which it may contribute either to the peace of the world or to the maintenance of the rights of Great Britain. That an agreement with Russia will appeal to the sentiment at present prevalent in this country can hardly be doubted. But sentiment is rather the accompaniment than the substance of national action, and the serious criticism of acts done by a Government on behalf of the nation, though it must always take sentiment into account, ought to consist in measuring the policy actually adopted by some intelligible canon or standard. In discussions of the foreign policy of Great Britain there is unfortunately no generally recognised canon. Of late years nearly every agreement, convention, or alliance has been as warmly welcomed as it would be in the preceding period have been condemned. The agreement with Russia following at no great interval of time the agreements with France and the Treaty of Alliance with Japan, mark an advanced stage of the development of a new order of ideas. British Governments have passed in a few years from the tradition of a "free hand" and from the idea that alliances were "entanglements" into a belief in the value of agreements and of co-operation with other Powers. The pre-judices against treaty obligations, which dominated British foreign policy during the Gladstonian epoch, has been succeeded by so strong a reaction in favour of agreements that the original alliance with Japan, its renewal and extension at the close of the war, and the agreements with France were received by the public with a satisfaction that made criticism, the examination of the exact purpose of the negotiations and of the fitness of the contracts concluded for the purposes aimed at, seem childish and unsympathetic. In the consideration of an agreement with Russia two distinct questions have to be asked and answered. In the first place, we must form some idea of the purpose and place in a British policy of any agreement with Russia. If it should appear that some specific purpose can be served by an agreement the further question arises whether that particular purpose is in fact promoted by the particular agreement reached. This further question cannot be discussed until the text of the agreement is known. The preliminary question is the more important, and there can be no object in deferring the attempt to answer it.

The object of British policy is to maintain the independence of Great Britain, by which is meant the power of this nation to have its own way in regard to its own affairs, among which are included the administration of India, the supervision of the administration of Egypt, and the maintenance of such relations between the British Empire and the British Colonies as are agreeable to their populations. To maintain this power is the ultimate end, and all of British statesmanship using at its discretion and according to circumstances the instruments with which it has to provide itself—its Foreign Office and Diplomatic Service, its Navy and its Army. In the last resort, if and when this power is challenged, the appeal is to force. The Government in that case has at its disposal just so much force as it has beforehand organised, or can, organise during the struggle. In theory, of course, the whole resources of the Empire are available, but in practice no Government can during a war make effective use of resources for the utilisation of which no preparation has been made in advance. In the past Great Britain has from time to time had to meet challenges to her independence in the sense above defined, though with narrower geographical limits. Her effective weapon has been her Navy, seconded by the success of the Army rendered mobile by the success of the Navy. In most of the great crises, however, the menace to British independence came from so great a Power whose action was too dangerous to the freedom of other Powers, and accordingly Great Britain in the era of conflict usually was one of a group of allied Powers, all engaged in resistance to some Power that was growing too strong for any one of them alone. It is the modern growth of Germany, in population, in territory, in trade and industry, in organisation for peace and war alike, that has brought about the change above noted in British sentiment. There is a vague feeling that Germany may in the Twentieth Century play the rôle of Spain in the Sixteenth and of France in the Seventeenth and Eighteenth Centuries, and this apprehension has made men ready to welcome any negotiations by which co-operation with other Powers for a common defence in case of need might be facilitated. This feeling is fully justified both historically and logically. But it is not a written agreement, or a contract that the conduct of nations in times of acute crisis is based. Nations, as a rule, take up arms only when their own vital interests are at stake, and the true preparation for co-operation against a too powerful adversary consists in a common perception of the danger and of the need for union. Moreover, the readiness to stand side by side with an ally, whether the alliance has documentary existence or not, depends to some extent upon the belief that the ally is both willing and able to fight. In a word, the nation that is organised for war and determined to uphold its own cause has a better chance of being one of a combination than the nation which in peace ignores war.

Between Great Britain and Russia there is no necessary opposition. The aim of Russian policy during the greater part of the Nineteenth Century was territorial expansion in their direction—towards the south-west at the expense of Poland and Turkey, towards the south-east in Central Asia and towards the Pacific. The three branches of this policy appeared to threaten three British interests. It was held to be the British interest, though also an interest of all the other European Great Powers, to prevent Russia from acquiring the Bosphorus. The Russian advance in Asia in either direction menaced British interest in India or in China. Thus arose the prolonged antagonism between the two Powers and the sentiments that accompany such antagonism. But the war with Japan has produced a reaction in Russia which makes an early return to the old policy improbable, and the internal development of Russia's Asiatic territory seems likely to give scope for her energies for some time to come. If the two Governments can reach an understanding as to their intentions in Asia the result may well be a change of sentiment in both countries such as may remove for a generation the former sense of antagonism. That is a result which would to some extent simplify the task of British statesmanship. In that sense, therefore, an agreement with Russia may be useful.

## Exshaw's Brandies.

## IMPORTANT NOTICE.

PRODUCE OF FRANCE  
**JOHN EXSHAW**  
N°1 BRANDY  
All my labels are signed  
*John Exshaw*

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From October 1st, 1907, all Shipments of JOHN EXSHAW No. 1. BRANDY will bear this label—

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All my labels are signed  
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**A Good Appetite**  
comes only by having a perfect acting liver and good digestion—both can easily be obtained by using  
**Beecham's Pills.**  
They are a reliable remedy for the cure of  
BILIOUSNESS, LASSITUDE, POOR APPETITE, IMPAIRED DIGESTION, COSTIVENESS, WIND & PAINS IN THE STOMACH, DISCOMFORT AFTER MEALS, and all other troubles which arise from a disordered liver or stomach. They cleanse the system, give tone to the digestive organs, and will, if taken according to directions, restore you to sound and vigorous health.  
BEECHAM'S PILLS are specially suitable for Females of all ages.  
Sold at all Drug Stores and by all Medicine Vendors.  
In boxes, 1/6, 2/6, 3/6, and 2/8.

**JAPANESE BEER.**  
"YEBISU" "SAPPORO" "ASAHI"  
AND A NEW BRAND OF SPECIAL LIGHT BEER  
"PEACE"  
IDEAL AND WHOLESOME.  
Each Brand has obtained the highest AWARD at International Exhibitions  
The largest demand in the whole of Japan. Quality speaks for itself.  
PRICE EXCEEDINGLY MODERATE.  
THE MITSUI BUSSAN KAISHA,  
SOLE AGENTS.  
Hongkong, 12th August, 1907. 1329



## SHIPPING.

## ARRIVALS.

ANTENOR, British str., 3,652, Hazeland, 7th October—Shanghai 4th Oct., General—Butterfield & Swire.

CHINOTU, British str., 1,453, W. B. Brown, 7th October—General & Swire.

CHOWTAI, German str., 1,115, W. Müllermann, 7th October—Swatow 6th October, Rise—Butterfield & Swire.

HELENE, German str., 771, J. Jensen, 6th October—Hohow 5th October, General—Jensen & Co.

HUE, French str., 705, J. Pannier, 7th Oct.—Haiphong, Pakhoi, Hohow and K. C. Wan 6th Oct., General and Pige—A. R. Marty.

JASON, British str., 4,900, J. G. Steever, 7th October—Singapore 2nd Oct., General—Butterfield & Swire.

LOONGSANG, British str., 1,902, S. J. Payne, 7th October—Manila 4th Oct., General—Jardine, Matheson & Co.

MICHAEL JENSEN, German str., 951, H. Bendixen, 7th October—Swatow 6th October—Jensen & Co.

PACIFIC, British str., 1,073, Tuckers, 7th Oct.—Swatow 6th Oct., Butterfield & Swire.

PROFESSOR, Norwegian str., 1,024, Kolderup, 7th October—Batavia 27th September, Rise—Agard, Thorsen & Co.

SEKTA, German str., 992, Dealer, 7th October—Seigon 3rd Oct., Rise—Siemens & Co.

SHAOHSING, British str., 1,305, W. McIntosh, 7th October—Shanghai 3rd Oct., General—Butterfield & Swire.

SULTAN VAN LANGKAT, Dutch str., 2,493, J. T. Liberg, 7th Oct.—Polo Sambo 30th Sept., Bala Oil and cases Naphtha—Mayer & Co.

WAKAMIA, Jap. str., 3,432, R. Takeda, 7th October—Bontang via Colono and Singapore 1st Oct., Colono, Twist and General—Nippon Yusen Kaisha.

WOSANG, British str., 1,137, Campbell, 7th October—Wahia 1st Oct., Rice—Jardine, Matheson & Co.

## CLEARANCES

At the Harbour Master's Office, 7th October.

Antenor, British str., for Singapore.

Haiphong, British str., for Swatow.

Hue, French str., for Hohow.

Shaohsing, British str., for Swatow.

S. van Langkat, Dutch str., for Palembang.

Wakamia, Jap. str., for Shanghai.

Wosang, British str., for Canton.

## DEPARTURES.

6th October.

HOKUTO MARU, Japanese str., for Sourabaya.

VOLWAERTS, German str., for K. C. Wan.

7th October.

FEICHING, Chinese str., for Canton.

HUNAN, British str., for Hobo.

## SHIPPING REPORTS.

The British str. *Antenor* reports: Moderate southerly wind and fine weather.

The British str. *Chingta* reports: Experienced fine weather throughout the trip, strong southerly winds.

The British str. *Shaohsing* reports: Light southerly wind, smooth sea, fine and clear weather throughout.

## VESSELS IN DOCK.

October 7th.

ARRIVED DOCKS.—*Manila, Andra, H.M.S. Otter, Macheu, Dela, OSMOPOLITAN DOCKS.*—*Lunshan, Kaga Maru.*

## VESSELS PASSED ANKER.

Sept. 12, British str. *Auchanola*, McClure, from Newport N.W.S., for Hongkong.

British str. *Islander*, Wright, Sept. 16, from Singapore, for Christmas Island.

British str. *Ching Wo*, Maclean, Sept. 12, from Batavia, for Djeddah.

Sept. 13, German str. *Hessen*, Noth, Sept. 13, from Batavia, for Colombo.

Sept. 17, Italian ship, *Giuseppina*, Malato, from Sorrento, for Hongkong.

Sept. 18, British str. *Anorelay Hall*, July 23, from Philadelphia, for Higo.

British str. *Isla der*, Wright, Sept. 17, from Christmas Island, for Singapore.

Sept. 20, Dutch str. *Ophir*, Sharp, Aug. 17, from Rotterdam, for Batavia.

Sept. 24, Dutch str. *Beseki*, Bon, Aug. 17, from Rotterdam, for Batavia.

## VESSELS ON THE BERTH

FOR SINGAPORE PENANG AND CALCUTTA.

## THE Steamship

"GREGORY APCAR," Captain S. H. Belson, will be despatched for the above ports TO-MORROW, the 9th inst., 3 p.m. instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 4th October, 1907. 1617

## FOR YOKKAICHI AND KOBE

## THE Steamship

"TAIKOSAN MARU," Captain I. Fukui, will be despatched to the above ports TO-MORROW, the 9th inst., at Noon.

For Freight apply to THE MITSUI RUSSIAN KAISHA, Hongkong, 7th October, 1907. 1629

## COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## THE Steamship

"NERA," Captain C. Schmitz, will be despatched for MANSEILLES, on TUESDAY, the 15th October, at 1 p.m.

The steamer connects at Colombo with one of the Co's Australian steamers bound for Manseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "YAKA" ... 29th Oct.

S.S. "ELNEST SIMONS" ... 12th Nov.

S.S. "TONKIN" ... 28th Nov.

S.S. "POLYNESIEN" ... 10th Dec.

S.S. "TOURANE" ... 24th Dec.

G. de CHAMPEAUX, Agent.

Hongkong, 3rd October, 1907. 2

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Black Pier.

3. From Black Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	OCEANA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 19th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	About 9th inst.
MARSEILLES, &c. via PORTS OF CALL.	NERA	Brit. str.	—	C. Schmitz	MESSAGERIES MARITIMES	On 15th inst., at 1 p.m.
MARSEILLES, HAVRE & COPENHAGEN	INDIAN	Dan. str.	—	Hildebrandt	MELCHERS & Co.	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BELGRAVIA	Ger. str.	k.w.	Solmer	HAMBURG-AMERIKA LINIE	On 19th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k.w.	Gierstenbrun	HAMBURG-AMERIKA LINIE	On 19th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 19th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	HOHENSTAUFEN	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 19th inst.
TRIESTE, &c. via SINGAPORE, &c.	SILESIA	Ger. str.	k.w.	B. Wilhelm	MELCHERS & Co.	On 9th inst., at Noon.
TRIESTE, &c. via SINGAPORE, &c.	PERIA	Ger. str.	—	P. Craglietto	SANDER, WIELER & Co.	About 24th inst., p.m.
NEW YORK	NIJINI NOVGOROD	Aus. str.	—	—	MELCHERS & Co.	On 18th inst.
NEW YORK VIA PORTS & SUEZ CANAL	HEADLEY	Aus. str.	—	—	—	About 26th inst.
YANCOUVER VIA SHANGHAI JAPAN, &c.	OCEAN MONARCH	Am. str.	—	—	—	On 2nd November.
YANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 24th inst., at 4 p.m.
VICTORIA (B.O.) & TACOMA VIA JAPAN	MONTEAGLE	Brit. str.	1 m.	—	—	On 6th Nov., at Noon.
CALLAO (B.O.) & TACOMA VIA JAPAN	KUMERIC	Am. str.	—	D. Baird	CANADIAN PACIFIC R. Co.	On 25th inst.
AUSTRALIAN PORTS VIA MANILA	KASATO MARU	Jap. str.	—	D. Mori	—	On 10th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	TOYO KISEN KAISHA	On 10th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	—	J. Minssen	MELCHERS & Co.	On 10th inst., at 4 p.m.
YOKOHAMA AND KOBE	EMPIRE	Brit. str.	—	Holms	GIBB, LIVINGSTON & Co.	On 10th inst., at 5 p.m.
YOKOHAMA AND KOBE	CHIRIGU	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
YOKKAICHI & KOBE	CRISTINA WALDMAR	Ger. str.	—	W. von Sanden	MELCHERS & Co.	About 18th inst.
JAPAN	TAI OLAN MARU	Jap. str.	—	I. Fukui	MITSUI RUSSIAN KAISHA	To-morrow, at Noon.
TIEN TSI	TIEN TSI	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LYN	Quick despatch.
CHEFOO & NEWCHOWANG	CHONGSHING	Brit. str.	1 m.	E. J. Payne	JARDINE, MATHESON & Co. Ltd.	On 12th inst., at Noon.
CHEFOO & TIEN TSI	KWANGSANG	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 18th inst., at 4 p.m.
SHANGHAI & CHINKING	KWANGSANG	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
SHANGHAI VIA SWATOW, AMOY & POOCHOW	SHOHO MARU	Jap. str.	—	M. Nomoto	JARDINE, MATHESON & Co. Ltd.	To-morrow, at 9 a.m.
SHANGHAI VIA SWATOW, AMOY & POOCHOW	KWONGSANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co. Ltd.	To-day, at Noon.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	ROON	Ger. str.	—	G. Meiners	MELCHERS & Co.	About 5th inst.
SHANGHAI YOKOHAMA & KOBE	YKSANG	Brit. str.	—	W. S. Thomas	JARDINE, MATHESON & Co. Ltd.	To-day, at 4 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	CANTON	Swed. str.	—	—	MELCHERS & Co.	End of October.
SHANGHAI MOJI, KOBE & YOKOHAMA	CANTON	Brit. str.	—	O. Jones, R.N.R.	P. & O. S. N. Co.	About 12th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	NORE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 10th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	CHINA	Aus. str.	—	A. de Petris	SANDER, WIELER & Co.	About 14th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	SITHONIA	Ger. str.	k.w.	W. E. Scher	HAMBURG-AMERIKA LINIE	On 15th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	—	A. L. Valandini	JARDINE, MATHESON & Co. Ltd.	On 14th inst., at 4 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	ARCADIA	Brit. str.	—	Schönfeldt	HAMBURG-AMERIKA LINIE	On 27th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	SEGOVIA	Ger. str.	k.w.	—	MELCHERS & Co.	On 10th inst., at 4 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	SIAM	Dan. str.	—	—	DOUGLAS LARSEN & Co.	On 18th inst., at 4 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	SHAOHSING	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	HAICHING	Brit. str.	2 h.	A. E. Hodgins	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	YICHOW	Brit. str.	1 m.	F. Northcombe	JARDINE, MATHESON & Co. Ltd.	On 11th inst., at 4 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	SIGUAN	Brit. str.	1 m.	Jamson	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co. Ltd.	On 11th inst., at 4 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	RUH	Brit. str.	—	R. Almond	SHAWAN, TOMES & Co.	On 12th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	YUNNSANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co. Ltd.	On 18th inst., at 4 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	—	G. H. Penckel	SHAWAN, TOMES & Co.	On 19th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	SUNGKIANG	Brit. str.	1 m.	G. H. Penckel	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	BORKE	Ger. str.	k.w.	S. H. Nelson	MELCHERS & Co.	To-morrow, at 9 a.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	GRAND APGAR	Brit. str.	—	W. D. A. Thomas	DAVID SASSOON & Co. Ltd.	To-day, at 3 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	CATHERINE APGAR	Brit. str.	—	M. Tioe	SANDER, WIELER & Co.	On 11th inst., at Noon.
SHANGHAI MOJI, KOBE & YOKOHAMA	ISTOK	Aus. str.	—	Bradley	JARDINE, MATHESON & Co. Ltd.	On 11th inst., at Noon.
SHANGHAI MOJI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—	Bokito	CARLOWITZ & Co.	Quick despatch.
SHANGHAI MOJI, KOBE & YOKOHAMA	LEVANZO	Ital. str.	—	de Brouwers	JAVA-CHINA-JAPAN LYN	Quick despatch.
SHANGHAI MOJI, KOBE & YOKOHAMA	TUMAH	Dut. str.	—	—	—	—

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUEL	2540	R. W. Almond	Manila	On 12th October.
ZAFIRO	2540	A. Fraser	Manila	On 19th October.

For Freight or Passage apply to

SHEWAN, TOMES &amp; CO., GENERAL MANAGERS.

Hongkong, 7th October, 1907. 16

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "OCEAN MONARCH" ... On 2nd November.

For freight and further information apply to

SHEWAN TOMES &amp; CO., GENERAL AGENTS.

Hongkong, 14th September, 1907. 16

## EAST ASIATIC CO., LD.

## RUSSIAN EAST ASIATIC CO., LD.

## SWEDISH EAST ASIATIC CO., LD.

## GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE and COPENHAGEN	"INDIAN"	On 24th October.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	End of October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of November.

For further Particulars, apply to

MELCHERS &amp; CO., AGENTS.

Hongkong, 5th October, 1907. 9

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF SAILING
SHANGHAI VIA NINGPO	"KWONGSANG"	Tuesday, 8th Oct., Noon.
SHANGHAI	"YIKSANG"	Tuesday, 8th Oct., 4 p.m.
MANILA	"LOONGSANG"	Friday, 11th Oct., 4 p.m.
TIEN TSI	"CHEONGSHING"	Saturday, 12th Oct., Noon.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"FOOKSANG"	Monday, 14th Oct., 4 p.m.
MANILA	"YUENSANG"	Friday, 18th Oct., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 19th Oct., Noon.

Hongkong to Singapore 1st Class, Single &amp; Return

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.

Hongkong, 8th October, 1907. 18

## HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers, "RHEINIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardsess carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SILESIA ... 2nd November

SCANDIA ... 2nd December

## HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE &amp; HAMBURG

\* HOHENSTAUFEN 26th October

SILESIA ... 11th December

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD:

SITHONIA	FOR SHANGHAI, KOBE & YOKOHAMA	15th Oct.
SEGOVIA	FOR SHANGHAI, KOBE & YOKOHAMA	27th Oct.
SUEVIA	FOR SHANGHAI, KOBE & YOKOHAMA	2nd Nov.
SPEZIA	FOR SHANGHAI, KOBE & YOKOHAMA	16th Nov.
C. FRED. LABISZ	FOR SHANGHAI, KOBE & YOKOHAMA	27th Nov.

## NEXT SAILINGS HOMEWARD:

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

BELGRAVIA	HAVRE & HAMBURG	18th Oct.
* HOHENSTAUFEN	HAVRE & HAMBURG	30th Oct.
SUEVIA	HAVRE & HAMBURG	12th Nov.
BRISGAVIA	HAVRE & HAMBURG	26th Nov.
* SILESIA	HAVRE & HAMBURG	11th Dec.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply. Lighted throughout by electricity. Daily qualified Doctor and stewardess carried. Laundry on board.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
* KUMERIC	6,332	D. Baird	On 25th October.
SHAWMUT	9,603	E. V. Roberts	On 6th November.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 4th October, 1907. 7

## VESSELS ON THE BERTH

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatou, Kobe and Yokohama.) With option to Call at Mexican and other Coast Ports.

## Steamers

"KASATO MARU" ... 6,100 Tons On 10th Oct., at Noon.

"KATHARINE PARK" 5,000 "End of Nov. Taking Freight, and Pass



# PENINSULAR AND ORIENTAL STEAM-NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	NAMUR Capt. H. W. Kenrick R.N.R.	About 9th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	NORE Capt. G. Phillips	About 10th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	CANDIA Capt. O. Jones, R.N.R.	About 12th Oct.	Freight only.
SHANGHAI	ARCADIA Capt. A. L. Valentini	About 18th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	OCEANA Capt. W. Hayward, R.N.R.	Noon, 19th Oct.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 7th October, 1907.

# CHINA NAVIGATION CO., LIMITED.

FOR	STREAMERS	TO SAIL	REMARKS
MANILA, SHANGHAI & CHINKIANG	"TAMING"	On 8th Oct., 4 P.M.	
CEBU & ILOILO	"PAOTING"	On 9th Oct., 4 P.M.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BEISBANE, SYDNEY and MELBOURNE	"SUNGKIANG"	On 9th Oct., 4 P.M.	
SWATOW and SHANGHAI	"CHANGSHA"	On 10th Oct., 4 P.M.	
HOIHO, PAKHOI and HAIPHONG	"SHAHSING"	On 10th Oct., 4 P.M.	
YOKOHAMA and KOBE	"SINGAN"	On 11th Oct., 4 P.M.	
SWATOW and SHANGHAI	"CHINGTU"	On 11th Oct., 4 P.M.	
CHEFOO and NEWCHOW	"YCHOW"	On 16th Oct., 4 P.M.	
CHEFOO and TIENTSIN	"KWEIYANG"	On 18th Oct., 4 P.M.	
	"KUEICHOW"	On 21st Oct., 4 P.M.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table, A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

Hongkong, 8th October, 1907.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 24th Oct. ...	11th Nov.
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov. ...	30th Nov.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 21st Nov. ...	9th Dec.
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec. ...	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan. ...	3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 1/2 days from YOKOHAMA and 29 1/2 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York 27 1/2.

Intermediate on Steamers ... 240, ... 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, fording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya opposite Blake Pier.

Hongkong, 4th October, 1907.

T. ARIMA, Manager.

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# SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.  
General Agent—G. A. WITT, London, E.C.  
Coaling Agents—HALL, BLYTH & Co., London, E.C.  
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.  
BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.  
No harbour dues, no pilotage charged and quick dispatch given DAY AND NIGHT.  
FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.  
FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.  
For further particulars apply to the Agents at Hongkong.

Hongkong, 1st December, 1906.

JAVA-CHINA-JAPAN LINE,  
YORK BUILDINGS. [2200]

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"BUELOW" 8,000 ON MARCH 11TH.

"PRINZ LUDWIG" 9,630 ON MARCH 25TH.

"PRINZESS ALICE" 10,911 ON APRIL 8TH.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

Hongkong, 19th August, 1907.

MELCHERS & CO.,  
General Agents. 1365

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR"

Captain W. D. A. Thomas, will be despatched for the above Ports on FRIDAY, the 11th inst., at 3 P.M.

For Freight or Passage, apply to—

DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, 7th October, 1907. 168

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# NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"HOHENSTAUFEN."

Captain Jäger, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 1st October, 1907. 1597

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## POST OFFICE NOTICE

## CHRISTMAS AND NEW YEAR PARCEL MAILS, HOMEWARD.

Parcels for the United Kingdom—via GIBRALTAR—posted up to 5 p.m. on Friday, the 1st November, are due in London about the 7th of December, and those posted up to 5 p.m. on Friday the 15th November, are due in London on the 21st December.

With an additional fee of 60 cents, parcels may be forwarded via BRINDISI and if posted before 5 p.m. on the 15th November, would accompany the letter mail, due in London on the 16th December.

Parcels intended for New Year's delivery should also be forwarded by the mail of the 15th November, as the next parcel mail of the 29th November is not due in London till the 4th January, 1908, unless they are posted to be forwarded overland via BRINDISI in which case an additional fee of 60 cents must be paid, such parcels are due in London about the 3rd December.

The rates of postage on ordinary parcels are as follows—

For a parcel not exceeding 3 lbs. in weight	60 cents.
7 lbs.	1.10
11 lbs.	1.80

Under no circumstances will parcel weighing over 11 lbs. be forwarded. All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

On and from the 20th instant, the British Post Office, at Tientsin will be closed.

The *Roor*, with the German mail of the 10th September, left Singapore on Friday, the 4th inst., at 11 a.m. and may be expected here to-day.

The *Ernest Simons*, with the French mail of the 13th Sept., left Singapore on Sunday, the 6th inst., at 7 a.m., and may be expected here on or about Sunday, the 13th inst. This packet brings replies to letters despatched from Hongkong on the 10th August.

FOR	PER	DATE
Swatow, Amoy, Foochow and Shanghai	Shoshu Maru	Tuesday, 8th, 8.00 A.M.
Swatow, Amoy and Foochow	Haiman	Tuesday, 8th, 8.00 A.M.
Swatow and Hongkong	Devanagere	Tuesday, 8th, 9.00 A.M.
Karung and Shanghai	Kwonggang	Tuesday, 8th, 11.00 A.M.
Manila	Sat Tai	Tuesday, 8th, 1.15 P.M.
Singapore, Penang and Calcutta	Gregory deon	Tuesday, 8th, 2.0 P.M.
Shanghai	Yikang	Tuesday, 8th, 3.0 P.M.
Manila	Taming	Tuesday, 8th, 3.0 P.M.
Singapore	Antero	Tuesday, 8th, 3.00 P.M.
Hongkong	Heim	Tuesday, 8th, 3.00 P.M.
Swatow, Singapore and Bangkok	Maehow	Tuesday, 8th, 5.0 P.M.
Pekoh and Haiphong	Michael Jensen	Tuesday, 8th, 5.0 P.M.
Kuat and Sandakan	Borneo	Wednesday, 9th, 8.00 A.M.
Quang Chow Wan, Hoikow, Pakhoi and Haiphong	Hui	Wednesday, 9th, 9.00 A.M.
Nagasaki, Kobe and Yokohama	Jason	Wednesday, 9th, 10.00 A.M.
Yokohama and Kobe	Takosun Maru	Wednesday, 9th, 10.00 A.M.

Europe, &c., India via Tutuorin.

(Late Letters 11.30 to 11.50 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Goeben

Manila

Shanghai and Chinkiang

Cebu and Iloilo

Karung, Kobe, Yokohama, Cebu and (Port of Spain)

Manila

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, and Perth

Sui Tai

Paoing

Singapore

Karung Maru

Sui Tai

Thursday, 10th, 1.15 P.M.

Thursday, 10th, 3.0 P.M.

Thursday, 10th, 3.0 P.M.

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## JOINT STOCK SHARE.

Hongkong, October 7th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Pa. 200	Nominal.
Banks—		
Hongkong & Shanghai	\$25	\$647, 1/2, 2/2, 3/4, 1/2, 1/4, 1/8, 1/16, 1/32, 1/64, 1/128, 1/256, 1/512, 1/1024, 1/2048, 1/4096, 1/8192, 1/16384, 1/32768, 1/65536, 1/131072, 1/262144, 1/524288, 1/1048576, 1/2097152, 1/4194304, 1/8388608, 1/16777216, 1/33554432, 1/67108864, 1/134217728, 1/268435456, 1/536870912, 1/1073741824, 1/2147483648, 1/4294967296, 1/8589934592, 1/17179869184, 1/34359738368, 1/68719476736, 1/137438953472, 1/274877906944, 1/549755813888, 1/1099511627776, 1/2199023255552, 1/4398046511104, 1/8796093022208, 1/17592186044416, 1/35184372088832, 1/70368744177664, 1/140737488355328, 1/281474976710656, 1/562949953421312, 1/1125899906842624, 1/2251799813685248, 1/4503599627370496, 1/9007199254740992, 1/18014398509481984, 1/36028797018963968, 1/72057594037927936, 1/144115188075855872, 1/288230376151711744, 1/576460752303423488, 1/1152921504606846976, 1/2305843009213693952, 1/4611686018427387904, 1/9223372036854775808, 1/18446744073709551616, 1/36893488147419103232, 1/73786976294838206464, 1/147573952589676412928, 1/295147905179352825856, 1/590295810358705651712, 1/1180591620717411303424, 1/2361183241434822606848, 1/4722366482869645213696, 1/9444732965739290427392, 1/18889465931478580854784, 1/37778931862957161709568, 1/75557863725914323419136, 1/151115727451828646838272, 1/302231454903657293676544, 1/604462909807314587353088, 1/1208925819614629174706176, 1/2417851639229258349412352, 1/4835703278458516698824704, 1/9671406556917033397649408, 1/19342813113834066795298816, 1/38685626227668133590597632, 1/77371252455336267181195264, 1/154742504910672534362390528, 1/309485009821345068724781056, 1/618970019642690137449562112, 1/1237940039285380274899124224, 1/2475880078570760549798248448, 1/4951760157141521099596496896, 1/9903520314283042199192993792, 1/19807040628566084398385987584, 1/39614081257132168796771975168, 1/79228162514264337593543950336, 1/158456325028528675187087900672, 1/316912650057057350374175801344, 1/633825300114114700748351602688, 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1/78463771691533509547947367790095415517494600794112, 1/15692754338306701909589473558019